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## ASTORIAN PUBLISHING COMPANY.

### THE EAST AND THE WEST.

The New York Commercial, in an editorial expression commending congress for cutting down the appropriation asked for the Lewis and Clark exposition, advances some opinions that are decidedly in line with those usually expressed by easterners. The Commercial believes the exposition business is being overdone, and says that, while the Lewis and Clark expedition was no doubt an important enterprise, "it is hardly of sufficient significance to warrant the commemoration of it in the manner proposed by the people of Portland." Portland, the Commercial goes on to say, is a city of "only 90,000 inhabitants, situated in a remote corner of the republic and out of the usual line of travel." It is a new city, this New York pillar of knowledge assures us, and around it cluster no historic associations that would justify the holding of the fair, or entitle the proposal any consideration at the hands of the national congress.

Presumably we ought to be thankful for the concession that the Lewis and Clark expedition was "no doubt an important enterprise." It can be readily understood that the men who, early in the last century, fought their way through 3000 miles of wilderness to add to the nation one of its most important sections of country have no historic interest for the vastly superior resident of Hoboken; and it is equally plain that your effete New Yorker wants nothing of the great west except its money. It little concerns those of the Atlantic slope that the Lewis and Clark expedition was distinctly a government enterprise, instituted at a time when St. Louis was a village of a few hundred souls and there were no white habitations beyond it. That Captains Lewis and Clark risked their lives to insure American domination of the best part of North America and the opening of all that portion of our country west of the Missouri river is a circumstance which does not appeal to the Dutchman whose explorations consisted of a sea voyage, and whose interest in the actual advancement of the country ended with his money-making propensities. What does it matter that Lewis and Clark made possible the great west? Why should the congress appropriate the enormous sum of \$475,000 in aid of the Lewis and Clark fair when the money goes to help the people of the Pacific coast? Who are these coast people, anyway? Three or four million inferior beings who do not own a foot of property in New York—rank outsiders who are enjoying American latitude because of the sufferance of the people of New York!

For the sake of history we ought to congratulate ourselves that the New York antipathy for the west does not dominate congress. Most real Americans feel pardonable pride in the achievements of their forefathers. They wish to commemorate those events in our history which have built up the greatest nation of the world in 100 years. We are not ready to confess that residence on the Pacific coast is a crime, or even a disgrace; in fact, have been proud our western country. But we will confess, and emphatically, too, that we are ashamed of that scrub class of Alleged Americans that entertains so little regard for our historic career as to belittle the enterprise of such an "insignificant" community as a state of half a million people. We westerners, who are proud of New York City because it happens to be the American metropolis, are wasting our public spirit, as the protest against the apportionment of the stupendous sum of \$475,000 would tend to convince us.

### DO WE EAT TOO MUCH?

Many scientific investigators of the average diet of civilized people long ago arrived at the conclusion that most people eat too heartily. Professor Chittenden of New Haven, after his extensive experiments in feeding soldiers from the regular army on schedules carefully thought out and regulated, may be able to throw some further light upon this important everyday subject of discussion in families. Heads of households in great numbers who find it a difficult task to meet their bills at the grocers' shops and the markets may discover reason for rejoicing, provided it is made indisputably plain that people are really eating too much. It is to be hoped that among the men of leading and of light in this department of science something like an agreement of opinion may be obtained.

How far should the cravings of healthy, lively children who get plenty of opportunities for playing in the open air be gratified? The food of the British soldiers in South Africa proved that a moderate allotment of jam as a touch of sweetening to the ration cheered the spirits of the soldier and made him fight harder than if he had been an absolute stranger to such indulgence. In the struggle in the east the commissariat has not been over bountiful to the side bearers on either side. The Japanese soldiers live chiefly on rice and dried fish. The Russian infantry and cavalry demand a more liberal diet.

Moderation in eating ought to result in cutting down the extremely high prices of meat and of fish which are now current in our principal cities. People who take only one or two meals each day—and there are many of them—and the devotees of the exclusive consumption of vegetable food feel a certain sentiment of compassion for the devourers of big repasts three times a day, and are not greatly worried over the high prices of fleshly luxuries.

### STOCK IN THE ALEUTIANS.

The possibilities which are before the Aleutian islands in the way of live stock farming is shown by the experience of Charles H. Frye, a wholesale butcher of this city, says the Seattle Post-Intelligencer. He wintered 9,000 sheep and 500 head of beef cattle on Kodiak island, and during the season lost 20 per cent of the animals. The largest percentage of loss, however, was due to the ravages of wild animals, principally bears, which a paternal government has classes as game animals and protected from hunters. Other losses were largely of a preventable nature, such for example as winter breeding, responsible for the death of a number of heifers. The remainder of the animals came through the winter in fair shape, subsisting almost entirely on the native grass, as there was but 500 tons of hay sent north to supplement the pasture.

Taking everything into consideration, the showing is as good as could be made in any of the northern grazing states. The last winter was exceedingly severe all over the northwest and the snow lay on the ground much later than usual. But much more severe weather was encountered by stock men in this state and in Montana than anything ever witnessed in the Aleutian islands.

There is no substantial reason why the Aleutian islands should not be devoted to the raising of sheep and horned cattle on a large scale. Grass grows luxuriantly on many of the islands; the climate is no more severe than it is on many of the British isles the snow fall is light and there are present all of the requirements for a good grazing country; not the least of which is the fact that on the mainland of Alaska there will always be found a market for all of the meat which can be raised on the islands. There is certainly enough in the experience of Mr. Frye to warrant a belief that there is an opening for the sheep and cattle business in the Aleutian islands out of all comparison better than can be found elsewhere in this country now unoccupied.

The catastrophe of the battleship Missouri, in which five naval officers and twenty-four men lost their lives, while others were wounded, some fatally, is the most serious and distressing casualty that has occurred since the blowing up of the Maine in Havana harbor in February, 1898. Since that date the American navy achieved a complete victory over the sea power of Spain, practically annihilating both her Asiatic and Atlantic squadrons with losses on our side that were insignificant in comparison with the losses by the explosion on the Missouri on Wednesday. But for the overshadowing disaster to the flagship of the Russian admiral Marakoff which occurred on the same day, the tragedy enacted on the Missouri would have caused a world wide expression of horror and regret. As it is the loss of so many American officers and men is a matter that concerns our own naval interests and comes nearer home than the disaster which has filled Russia with gloom and corresponding laments to their enemies. It would seem that a terrible sacrifice of life was made in the effort to reload and fire one of the great 12-inch guns of the Missouri in too great a hurry. Target practice is necessary to the discipline and instruction of the men who man our great battleships. Rapidity in firing is not essential and the reloading of a hot gun is fraught with danger which might as well be avoided. Regulations should be made to guard against any possible repetition of such a disaster. The lesson has been learned at a terrible cost. The sympathy of the whole nation has been aroused by the terrible disaster, for nothing can happen to the brave fellows in the army or navy without touching a tender cord in every patriotic breast.

There are now in Belgium four schools for the instruction of fishermen. The pupils are taught how to read weather charts, how to make the best use of currents, what the bottom of the sea is like, how to make their own nets, how to manage a boat in a storm, how to use the latest inventions in the line of fishing apparatus, etc. There are now about 250 pupils now in these schools.

The Japs may be heathens, but they fight like Christians.

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LEAVE	PORTLAND	ARRIVE
8:00 a.m.	Portland Union Depot	11:10 a.m.
7:00 p.m.	Portland Union Depot	9:40 p.m.
ASTORIA		
7:45 a.m.	For Portland and Way Points	11:30 a.m.
6:10 p.m.	For Portland and Way Points	10:30 p.m.

SEASIDE DIVISION		
8:15 a.m.	Astoria for Warrenton, Flavel, Fort Stevens, Hammond and Seaside	7:40 a.m.
11:35 a.m.	Astoria for Warrenton, Flavel, Fort Stevens, Hammond and Seaside	4:00 p.m.
5:50 p.m.	Astoria for Warrenton, Flavel, Fort Stevens, Hammond and Seaside	10:45 a.m.
6:15 a.m.	Seaside for Warrenton, Flavel, Fort Stevens and Astoria	12:50 p.m.
9:30 a.m.	Seaside for Warrenton, Flavel, Fort Stevens and Astoria	7:20 p.m.
2:30 p.m.	Seaside for Warrenton, Flavel, Fort Stevens and Astoria	9:25 a.m.

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